

## AMONG THE RAILROADS

## GULF STEAMSHIP LINES REDUCE THE RATES FROM NEW YORK.

## Whole Ocean Rate Fabric Demoralized—Lake and Rail Rates Will Be Readjusted—Action of All Rail Lines Predicted.

There is trouble brewing in Texas and it will affect the territory as far north as the Missouri river. The Missouri and Morgan steamship lines have made a rate of 50 cents first class from New York to East St. Louis. The present rate, based on the sums of the water and rail rate from New York to Houston and the rail rate from the latter point to East St. Louis, is \$2.07 per 100 pounds.

It is stated that the Santa Fe has signified its willingness to participate in the 50 cent rate, but this statement could not be confirmed at the Kansas City offices. However, if such a state of affairs exists other lines will follow. This will lead to the slashing of the present \$1.50 rate from New York to Texas common points and be followed by a general demoralization of the whole ocean rate fabric.

The action of the two steamship companies will bring about a readjustment of the lake and rail rates, which have just been agreed upon, for the season. As a result, the other water lines are considerably exercised, especially as a harmonious opening of the season is being anticipated. The business at the present time being inconsiderable, it is possible that the other lines will ignore the cut until the heavier traffic begins.

It is alleged that another feature which makes some of the lines anxious to retaliate is that the trouble brought about by a recent deal between the Missouri and the Kansas City, Pittsburg & Gulf, which resulted in reduced rates, still exists. The rates published by the Gulf road, mention of which was made in The Journal some time ago, were based on the agreed rates of the Missouri and the Mississippi river via canal, lake and rail, plus the regular rate from the Mississippi river to Kansas City.

The action of the steamship lines will doubtless make considerable inroads into the business of the lake and rail lines and it is not thought they will allow the action to go unnoticed and merry war may result.

## WILL RELAY TRACK.

## Santa Fe Will Spend Very Nearly a Million Dollars in Improving Road.

TOPEKA, April 22.—(Special.) The Santa Fe Company will lay 55 miles of new steel rails this year, sixty-seven miles will be new track and the rest will be in replacing old rails on the main line.

The estimated cost of relaying track is \$3.00 per mile, and the average cost of putting down new track is just double that amount. Consequently the Santa Fe management will expend in the neighborhood of a million dollars in the improvement of track and the construction of new track this year.

Fifty-three miles of the new track will form the line to be built to Canyon, a southerly direction through the Indian Territory. Grading for this new branch line is now in progress, and it is expected that work on the track will be commenced by the middle of May. Twelve miles will close the gap in the double track between Emporia and Florence. Two and a half miles will be laid as a short second track from Ottawa east.

The distribution of the new steel to be used in replacing the present track will be as follows:

Eastern division—Thirty miles on the Emporia branch, between Omaha and Emporia Junction. Five miles between Carbondale and Stanton.

Middle division—Five miles between Strong City and Neva. Seven miles between Newton and Hialeah.

Western division—Thirty-one miles from Lamar, Col., west.

New Mexico division—One hundred and five miles distributed at various locations between La Junta and Albuquerque.

The relaying of track on the New Mexico division has already commenced. Grading for the remainder of the double track between Emporia and Florence and the second track out of Ottawa east has been completed, and the laying of steel will be commenced within a short time. Work on the Middle and Western divisions will be taken up early next month.

## PLEA TO REMAND.

## Judge Thayer Will Hear the Case Next Thursday in Kansas City.

ST. LOUIS, April 22.—(Special.) Edwin Silver, attorney for the receivers of the Kansas City, Pittsburg & Gulf railroad, and Frank Hagerman, attorney for the State Trust Company, of New York, appeared in the federal court here to-day before Judge Thayer and asked him to set a time for hearing the plea to remand the case of Charles H. Grannis et al vs. the Kansas City, Pittsburg & Gulf Railroad Company et al to the circuit court of Jackson county, from which it was removed by Judge Phillips.

Mr. Hagerman represented the State Trust Company, which was instrumental in having the case removed to the federal court, and he fought hard against having Judge Thayer set a date for the hearing of the plea to remand. Judge Thayer finally set Thursday of next week in Kansas City as the time and place and appointed Judge Edward H. Stiles as special master to take testimony.

Judge Stiles will begin to take testimony Tuesday morning and will have the report ready for Judge Thayer on Thursday. It is not known whether it is intended that Judge Stiles take preliminary testimony and report on the case or whether the appointment is as general master. The instructions from St. Louis will not reach here until to-day and until they are received it will not be known what course the master will pursue.

## WILL DIVIDE BUSINESS.

## Refrigerator Fruit Lines Form a Combination to Handle Deciduous Fruit Business.

SAN FRANCISCO, April 22.—The entire deciduous fruit crop of the state will be handled by two refrigerator car lines this season. The Santa Fe fruit and refrigerator line will permanently retire from the business of handling deciduous fruits from California to the east, and the line will confine its attention to orange shipments from southern California hereafter. The agreement of the Santa Fe line and shippers will be abolished and the refrigerator line will divide the business between themselves at established rates, which in many cases are lower than those now in effect. The companies, however, will effect a great saving in rebates.

## B. F. JOSSELYN RESIGNS.

## E. H. Shauder Appointed Assistant to General Manager in Charge of Operation.

OMAHA, NER., April 22.—B. F. Josselyn, who has been superintendent of the Northern lines of the Port Arthur route, with headquarters at Council Bluffs, has tendered his resignation. The cause of the action on his part is said to be due to the fact that the Eastern interests in the road have insisted on the appointment of E. H. Schauder as general manager in charge of operation of the Northern line, giving him jurisdiction over Mr. Josselyn's territory. At this time has been traveling freight agent of the road out of Quincy.

## Strikers Return to Work.

CRIPPLE CREEK, CO., April 22.—The strike of trainmen on the Midland Terminal railroad has ended, the company having made arrangements as to wages and hours of work that are entirely satisfactory to the men.

## Appointed Live Stock Agent.

GUTHRIE, O. T., April 22.—(Special.) Tom Doran, late county clerk of Woodward county, has been appointed live stock agent for Oklahoma Territory of the St. Louis & San Francisco railroad.

## P. &amp; G. Employee Passes Away.

John L. Collins, aged 56 years, died of tuberculosis at the Sisters' hospital yesterday. He was an employee at the local freight office of the Pittsburg & Gulf railroad. About three weeks ago he was taken seriously ill and his brother at Rock Island, Ill., was summoned. His brother had

not been here very long before he received a telegram from his home stating that his father was at the point of death and he was compelled to return home. Now he will receive the sad news of the death of his brother. No arrangements have been made for the funeral and the body will probably be sent to Rock Island for burial.

## Switch Shanty Secrets.

Western roads have been officially notified that all winter tourist rates will go out of effect at the end of the present month. Joseph Byer has been appointed chief of the Santa Fe fire department at Topeka to fill the vacancy caused by the death of John O'Brien.

It has been decided by the official classification committee of the Trunk Line Association that no change shall be made for the present in cotton rates.

It is understood that although there have been several conferences recently in New York between representatives of the Northern Pacific and Oregon Railway and Navigation companies, nothing has been accomplished toward a settlement of the differences between these interests.

A circular signed by Robert Guilham, general manager, was yesterday issued, stating that the organization of the different departments of the Omaha, Kansas City & Eastern and Omaha & St. Louis roads would be restored to the same basis as it was on prior to April 11.

Effective April 21 and expiring May 10, the Chicago, Rock Island & Pacific railroad has following rates on oats and barley, carloads, from the Mississippi river: To Boston and New York, 12 cents; Philadelphia, 11 cents; and Baltimore, 10 cents per 100 pounds. Shipments to originate west of the river.

On May 1, there will be a general change in the civil engineering department of the Santa Fe. Engineer Meade will have charge of the track from the Missouri river to Emporia; Engineer Earl from Emporia to Dodge City; and Engineer Mudge from Dodge City to Denver and Engineer McCoy from Newton to Purcell.

Roads operating in the territory between Chicago and the Missouri river and St. Paul have refused to make a rate of one fare for the round trip to Missouri river gateways and St. Paul, to be added to a rate of \$2 from those gateways to Portland, Tacoma and Seattle for the national freight conference to be held at the latter place named in June. On their refusal to make this rate, another proposition was at once submitted to them to make the rate one fare plus \$2 for the round trip from all points in the territory to the gateways named. They are now voting on this second proposition.

Members of the Central Passenger Association have discovered that certain ticket scalpers are disposing of many second class tickets issued by the Vashon railroad in 1888. The tickets have the dates extended by skillful plugging, and the names are almost hidden by the impression of a rubber stamp of "Chicago" on the back of the ticket in three places. The tickets have been secured by the scalpers for much less than the regular rate. The tickets have been secured by the scalpers for much less than the regular rate. The tickets have been secured by the scalpers for much less than the regular rate.

According to advice from a reliable source, Col. P. Huntington and associates have purchased the Texas-Mexican railroad, which runs from Corpus Christi to Laredo, a distance of 100 miles. It is a narrow gauge line, which was owned and operated by the Mexican National Railroad Company. It has been a losing investment since its completion, and the parent company has been anxious for a long time to get rid of it. It was the original intention of the Southern Pacific company to ask the state legislature to pass a bill authorizing the San Antonio & Aransas Pass Railway Company to purchase and operate this narrow gauge road, but when it was seen that such a consolidation bill had little chance of receiving executive approval it was decided to operate the acquired property separately. It is proposed to change the gauge of the road to standard width and to make many substantial improvements. The road will also be extended from Laredo to Eagle Pass, where it will connect with the Southern Pacific and the Mexican International roads, the latter line being owned by Mr. Huntington and his associates.

Gross earnings of the Rock Island road for the month of March showed a decrease of something like \$5,000, as compared with those of the same month last year. So far, April earnings come exceedingly close to those of last year for the same time.

Intending tourists to Colorado points during the coming summer months may not be able to secure the advantageous rates they have enjoyed in previous years. Western roads are unable to agree on some matters of detail in connection with making them, with the result that they may not be put into effect at all. All the trouble is over what road or roads shall benefit by the return coupons of tickets left in the hands of the tourist agent when the season has closed. Last year there was a great number of these return coupons undiminished by the original purchasers of the tickets, and the roads have been fighting over them since. A general agreement has been reached by the Colorado roads to be willing to leave settlement of the matter to arbitration, but the Colorado roads will not consent to any such proposition. They say that if tourist rates are to be made at all they must be made on the same basis as last year. At that time this would simply result in an augmentation of the old fight, the other roads are not willing to consent.

Big Bakers Declare They Have Not Banded Together to Freeze Out the Union Workmen.

It was reported last night at the meeting of Bakers' union No. 218 that the Smith Baking Company had joined the Warneke Bakery Company, and Bakers Henry Matthei, Adolph Sutorius and H. B. Tegeler in forming a combination in which the first one of them using the union labels is to forfeit \$2,000. The bakers state that they will use every possible measure to break up this combine and force those bakeries to employ union men.

When seen last night Mr. Sutorius stated that no such combination had been formed. "We have had an association for some time," said Mr. Sutorius, "but as for forfeiting \$2,000, there is nothing in it. In the first place, I've no \$2,000 and the bakers mentioned have been in an association for some time. But there is no forfeit as to the using of union labels whatever."

The bakers state that there was any clause in their agreement with Mr. Smith that the union label should be placed on the Smith bread.

## SIGN CRUSADE RENEWED.

## Chief Hayes Orders His Subordinates to Enforce New Ordinance to the Letter.

Chief of Police Hayes yesterday issued an order commanding officers in charge of police precincts to enforce the revised ordinances regulating signboards and street obstructions. Under the ordinance no signboard is to be placed on a building more than ten feet above the sidewalk and cannot project more than twelve inches into the street. Harter poles must also be fastened to buildings and must not project more than twelve inches into the street. Patrolmen were ordered to notify all persons who have not complied with the law to do so within one day or warrants will be issued for their arrest and they will be prosecuted in the police court.

## Last Week of Chiquita.

Chiquita, the diminutive Cuban, will remain in Kansas City just one week longer. From here she resumes her tour of the United States and will reach Paris in time to become an attraction of the exposition to be held next year. She is nearly 30 years of age, speaks fluently English, Spanish, French and Italian and is the daintiest dancer before the public. Her dresses are made by Worth and royalty has often inspected her and been entertained by her. Her height is 27 inches and her weight is 100 pounds. She was born near Matanzas, Cuba, and is loyal to the flag of Cuba. Her reception parades at Ninth and Walnut streets are crowded daily, much interest being shown by the people in her.

A divorce was granted to Mary L. Halstead from James E. Halstead in the circuit court yesterday.

## TEACH MERCY'S LESSON

## GREAT MASS MEETING AT CONVENTION HALL NEXT FRIDAY.

## Committee Issues Final Instructions to the School Children as to the Programme to Be Followed Out.

The mass meeting of the Bands of Mercy will be held next Friday afternoon. The demand for seats has been so great that the committee has been obliged to expand the seating capacity by many thousands. Admission to all parts of the hall not reserved for the children will be free to the general public. After the time allowed for seating the children has elapsed, reservations also will be thrown open to adults. Therefore, it is probable that all who desire to attend will find accommodation.

Mrs. John F. Gregory, proprietor of the Kings and Queens of the Range, has contributed a programme which will be a beautiful souvenir of this great meeting. It will be finely illustrated with portraits of prize winners, and many fine pictures germane to the songs and the work of the bands. The cover is in a delicate blue tint, which is the color of the society. It is one of the finest souvenir programmes presented in this city. Requests for it have come from many parts of the Union, and even from London, where interest was aroused by the fall announcement of the mass meeting.

General Manager Holmes of the Metropolitan requests principals whose schools require transportation to advise him as to the time and places at which cars should be massed, and the number to be carried. The committee requests that the schools be at the place designated by the bands at the earliest possible moment, to avoid interference with the programme. The children should be ready to start earlier than school and arrange with each other as to the time when they will use the same roads.

Teachers are requested not to require any special form of dress on the part of the children, as it is desired to avoid imposing any burdensome conditions on parents. The location of the schools in the hall will be by lot and the placards will indicate the divisions of the schools. The children will be given after the programme begins, and applause will be by clapping of hands. Should the weather be unfavorable, the meeting will be postponed to May 5. Should a postponement be necessary it will be announced through the school telephones, by Superintendent Greenwood.

The ministers of the city, the mayor and the city officials, the ladies of the committee of awards, the board of education, of the Humane Society and of the Convention Hall Company, and the prize winners of 1897 and 1898 will be seated on the platform. The Humane Society's committee of awards is as follows: Mrs. Frank Cooper, Mrs. Flavel B. Tiffany, Mrs. Jacob Dold, Mrs. John Gies, Mrs. E. B. Moran, Mrs. Clayton Bell, Mrs. D. R. Porter, Mrs. J. Gage, Mrs. J. C. Horton, Mrs. E. H. Allen, Mrs. E. C. Thomas, Mrs. Thomas W. Johnston, Jr., Mrs. Homer Reed.

MASONS ENTERTAIN CHILDREN. Enjoyable Afternoon Spent Despite the Disagreeable Weather.

About 125 children of the Masons of this city gathered yesterday afternoon at Ararat temple for the matinee prepared for them by their elders. Notwithstanding the gloom of the outside world, inside were merry voices and bright faces and the flutter of children's clothing. First there was a programme which had been prepared with much care. Then for awhile the little women sang Chiquita was the guest of honor, and answered with her baby voice the questions with which the children pestered her.

Next followed refreshments, not the least of the pleasure-giving incidents of the afternoon, and after that the room was cleared for dancing. Upon the programme was "Mammy's Little Baby Boy," recited by Miss Gullie Adams; "The Fairy Bell," by Miss Cornelia Elliot; a reading by Miss Ella Chase Perry; "Papa and the Boy," by Miss Irene Van Lanningham; "Mice at Play," by Miss Laura B. Adams; and a scene representing "Fast Friends," by Misses Laura Latimer, Mabel Hamilton, Guilla Adams and Kate Barbour.

## IT SOUNDED LIKE DEWEY GUNS.

## An Ammonia Pipe Explodes in the Fowler Packing House and Creates Some Consternation.

The explosion of a large ammonia tank on top of the arctic building at the Fowler packing house just at noon yesterday caused considerable excitement about the bottoms, in Kansas City, Kas. Some of the residents of the "Patch" thought that a clunkboat had made its way up the Big Muddy and had begun a bombardment of the city. The employees of the packing house were leaving the plant for dinner, and there was a general scattering when the explosion came. Owing to the tank being situated on top of a building no one was injured and the only damage done was to the roof of the building. The loss amounts to \$1,000 worth of ammonia. The cause of the explosion is not known.

## JOHN KENNEDY ON TRIAL.

## Not the Quail Hunter, but Another Charged With the Killing of Grant Fritz.

The preliminary hearing of Ed Ising and John Kennedy, who are charged with the murder of Grant Fritz, at Fifteenth street and Grand avenue, last Sunday, began before Justice Ross yesterday afternoon. The principal witnesses in the case were not reached and the case was continued until Tuesday afternoon.

## A New Law Firm.

Ex-Prosecuting Attorney W. T. Jamison and James H. McVay, formerly of Leon, Ia., have formed a partnership, under the firm name of Jamison & McVay. Mr. McVay was for two terms district attorney for Decatur county, Ia. The Leon Record, the leading newspaper published in that county, says of him: "During Mr. McVay's residence in this county he enjoyed an extensive and lucrative practice and has been retained in almost all of the important cases tried here, and probably has no superior in the state in settling cases before a court or jury. Whenever it became known that Mr. McVay would address a jury, the courtroom would be crowded; for as an orator he is one of the most accomplished in the state."

## Trained Nurses to Graduate.

The fourth annual commencement exercises of the University of Music and Art, which is held at the Academy of Music next Wednesday evening. The graduates are: Nora Abshire, Cora McComb, Emma C. Black, Eva M. Rosemary and Florence Hiller. The programme will be as follows: Piano recital, Mrs. Jennie Schultz. Invocation, Rev. John W. Cooney, pastor Washington Street M. E. church. Address, Hon. Henry M. Bourdier. Violin solo, Rosa Rosenberg. Presentation of diploma, John Wilson, dean. Awarding of diploma, Dr. J. E. Logan, president. Vocal solo, Miss Minnie Long. Awarding of medals, Dr. J. E. Logan. Violin solo, Rosa Rosenberg.

## Deaths Reported.

Priest, Francis; German hospital; April 19; 50 years; pneumonia. Child, Edith Belvidere; April 19; 53 years; bronchitis. Little, infant; 75 Poplar; April 20; 1 year; 2 months; meningitis. Durbin, Walter W.; German hospital; April 19; 28 years; cirrhosis of liver. Reynolds, infant; 50 Grand; April 21; 9 months; bronchitis. Larson, infant; 95 East Fifteenth; April 21; 3 years 8 months; whooping cough. Fogleman, Fannie; Fourth and Washington; April 18; 65 years; heart disease. Schumaker, R. S.; Margaret's hospital; April 19; 49 years; pneumonia.

## Birth Reported.

Heier, Otto and Mrs.; 5004 Harrison; April 9; boy.

## Against Modification.

The Penn Valley park committee, which recently appeared before the park board, declares that it understood the members of the board to express themselves against modifying the plans for Penn Valley park.

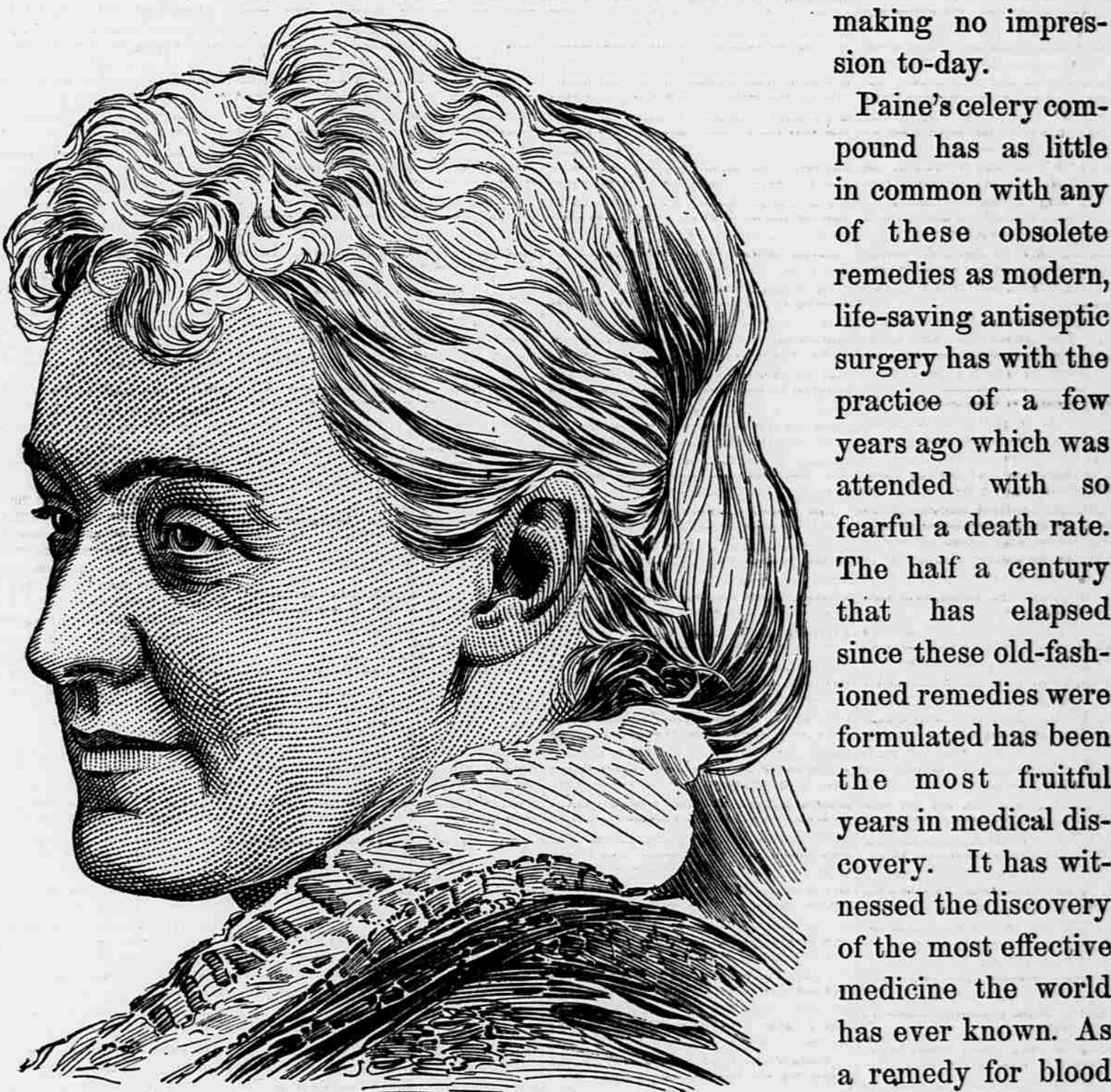
## GREATEST OF MODERN REMEDIES.

## Paine's Celery Compound Has Driven Out the Foolish Old Cure-alls.

The old-time tonics, sarsaparillas, nervines and haphazard remedies of our forefathers won't do in the spring of 1899.

Your great-grandmother didn't take Paine's celery compound any more than she used the electric light or the telegraph.

But her children and grandchildren, the grown-up men and women of to-day, are taking this great modern Spring remedy and getting rid of diseases that the old, unscientific preparations made no impression on—and are making no impression to-day.



Paine's celery compound has been welcomed by physicians, prescribed and publicly recommended. No remedy has ever approached Paine's celery compound in its wonderful success with diseases and ailments due to nervous debility and impure blood.

Paine's celery compound is as unlike any remedy that has gone before it, and as superior to its nearest rival, as the great searchlight is to the tallow dip. It is not a mere improvement nor a development of any of the old-fashioned remedies. It is a totally new departure in the cure of blood and nerve diseases, and cures where other remedies fail, because it embodies the newest investigations into the source of these diseases.

And that is the reason why Paine's celery compound is the most successful remedy in the world.

The following letter from Miss Louise Wolcott, one of the officials of the Daughters of the American Revolution, shows the estimation in which Paine's celery compound is held by persons who have used it:

MESSRS. WELLS, RICHARDSON & Co.:  
New York, Feb. 21, 1899.  
GENTLEMEN—Having for several years been subjected to heavy strain on my nervous system and feeling utterly worn out and discouraged, after consultation with my physician, I began taking Paine's celery compound, and am only too glad to add my testimony to the many thousands you already have of its efficacy in rebuilding the nervous system. I now feel like an entirely different person. Very truly yours,  
LOUISE WOLCOTT.

Whoever has used Paine's celery compound for building up a debilitated nervous condition has invariably recommended it to others.